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COUNTRY	0574	25X
TOPIC	Completion of Outer Freight King around Berlin	e-stational and a stational and an area area, a security,
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DATE OF	CONTENT 26 Februar 1950 and 3 March 1950 25X1	
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PAGES	25X1 3 - ENCLOSURES (No. & TYPE) 3 - 1 sketch on ditto; 2 photos	hammanasanakan gayrapanan kisa hir yar malaysayan kisaba
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Automobile Military or order		weakerings - per about 1/2 amendes (age. Vilge
		gilleng sikila sek danggi optoroksom om o voja poppag ag rav pakpagsag
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 25X1	The following information on the state of the construction work on the outer freight ring, Oranienburg (N 53/Z 67) - harow (N 53/Z 96) - Blankenburg (M 52/D 25) - Marzahn (N 53/Z 95), was compiled on 26 February 1950 (see innex 1): aensickendorf (N 53/Z 87) - Oranienburg section:arthwork nearing	
	completion; the ballasting and laying of track remain to be done.	
	b. <u>Tensickendorf:</u> A 900-meter passing siding is complete except for the switches. A new intentocking plant is under construction at the southern end of the track system.	
	c. Basdorf (N 53/2 E7): Plans have been made for Decument No	
	Reconstruction of the entire track system Construction of a new interlocking plant Construction of a 900-meter passing siding.	c
ť	d. Schoenwalde (. 53/Z £6):	y:
	(1) "n interlocking plant is under construction at the junction of the newly laid track with the "Heidekrautbahn" (a branch line from Bellin via Basdorf to Liebenwalde (* 53/2 79), of which the Schoenwalde - Basdorf Mensickenderf section, an E-km stretch, is being utilized). The project is scheduled to be completed within 6 or 7 weeks, including the necessary	25X -
	installations.	
	(2) The Schoenwalde - Tensickendorf section originally was to have a grave roadbed, but is now to have a broken stone ballast so as to be usable for heavy-duty freight trains. Ballasting of the Schoenwalde - Basdorf section has been completed.	
	e. Schoenwalde - Karow section:	
	(1) One km of track has been completed. The sub-grade has been completed on another one-kilometer stretch, but the ballasting remains to be done.	
	(2) A cut between Schoenwalde and Schoenerlinde requires extensive	
	CHASSIFICATION SECURT	25X′
	This document is hereby regr	aded to

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Approved For Release 2003/08/11: CIA-RDP82-004

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excavation work, which will take several weeks.

- (3) The heavy constitution work on the emban ment has been completed from **Schoenerlinde** to Lindenhof and for a kilometer beyond. Minor work is still to be done.
- e. Between Marow and Liadenhof:
- (1) Is rate curverts require extensive concreting work. Under construction are:
 - I culvert with a soon of three deters
 - I culvert with a span of nine meters
 - & culverts with spans of six meters each
- (2) Bridge over Panko River: John abutments have been completed. The gentral support and the main girders are still missing.
- f. Karow:
- (1) hairroad overpass: Both about ents have been completed, but the central supports are under construction and the main garders are still missing (see Amexes 2a and b).
- (2) a narrow-yauge track has been laid from warow to Schoenerlinde to recilitate the hauling of earth and conent.
- (3) "leconstruction of the tracks (4) of the Karow ireight station is under way.
- E. Marzahn to Marou:
- (1) Lying of the track on a ballasted readbed will be completed in about two weeks.
- (2) the track from Marzahn has two junction loops connecting it with the Berlin bernau (* 55/2 %) line, in the direction of Karo and of Blankenburg. Construction of the embankment is being widened by an additional track from the loop as far as the Blankenburg railroad station.
- h. <u>Materials for the permanent roadway:</u> A materials depot (rails and ties) is in Schoenvalde and Schoenerlinde. The rails are ten years old.
- i. <u>Construction staft:</u> Ine mandounters of the Soviet construction staff is lenderschloss on the palme wiver (Grachau). **It is called Construction** Staff No 23.
- j. Opening of the line; The new date set for the opening of the Granien-bury Marow line is 30 April 1950.
- 2. The march- Basdorf section was observed to be under construction on 3 march 1950. The new line crosses the Bellin Bernau line north of Karow. In worker employed on this project stated that work has been due in three saifts and that 14 culverts are required on this section.

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- a. The reasons for undertaking this project were liven in the Comment on a previous report.*
- b. The surveying worn was completed in September 1545. The line raid out for a projected Reichsautobahn was used for the daron-Schoembalde section. The Schoen aldo predorf Vensickendorf section uses an existing branch line, which is being improved for a main relarged line. The lensickendorf -

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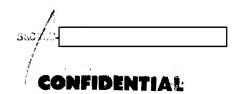
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Oranlenburg section is entirely new construction.

- c. Construction work was started in Deptember 1999. The necessary labor as drafted. Nork is being done in three salits.
- d. The bridge over the rame -iver north of harow is being built chiefly by Poviet railway endineer troops.
- e. The crossing point under consuraction between Karo and buch (255/256) is an overposs over the double-track Berlin interurban railway (direction of permau).
- f. Supervision of the construction work, formerly Mandled by Germans, has presed to Soviet Construction Staff so 23.
- g. Rail requirements apparently are not yet covered. The rails available were dismantled somewhere else, and are not of the best quality.
- h. It seems doubtful that the new target late (1 May 50, will be net. The line was originally scheduled to be completed on I March 1950. The official opening may take piace on that date for propaganda reasons, but the line probably vial not be ready for operation.
- i. Completion of this by-pass will close the gap in the freight ring around Berlin to the north and northeast. The other sections of his re-routing line are complete. This will make the Poviets almost invulnerable to countermeasures by the "estern powers in the event of a renewed blockade of Berlin; their trains will no longer have to pass through Berlin, and therefore will not be affected by the blocking of the Lestern sectors of the city to Soviet Zone transit traffic.

3 Annexes:	1.	sketch
	2	photos

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